

BookletChartTM

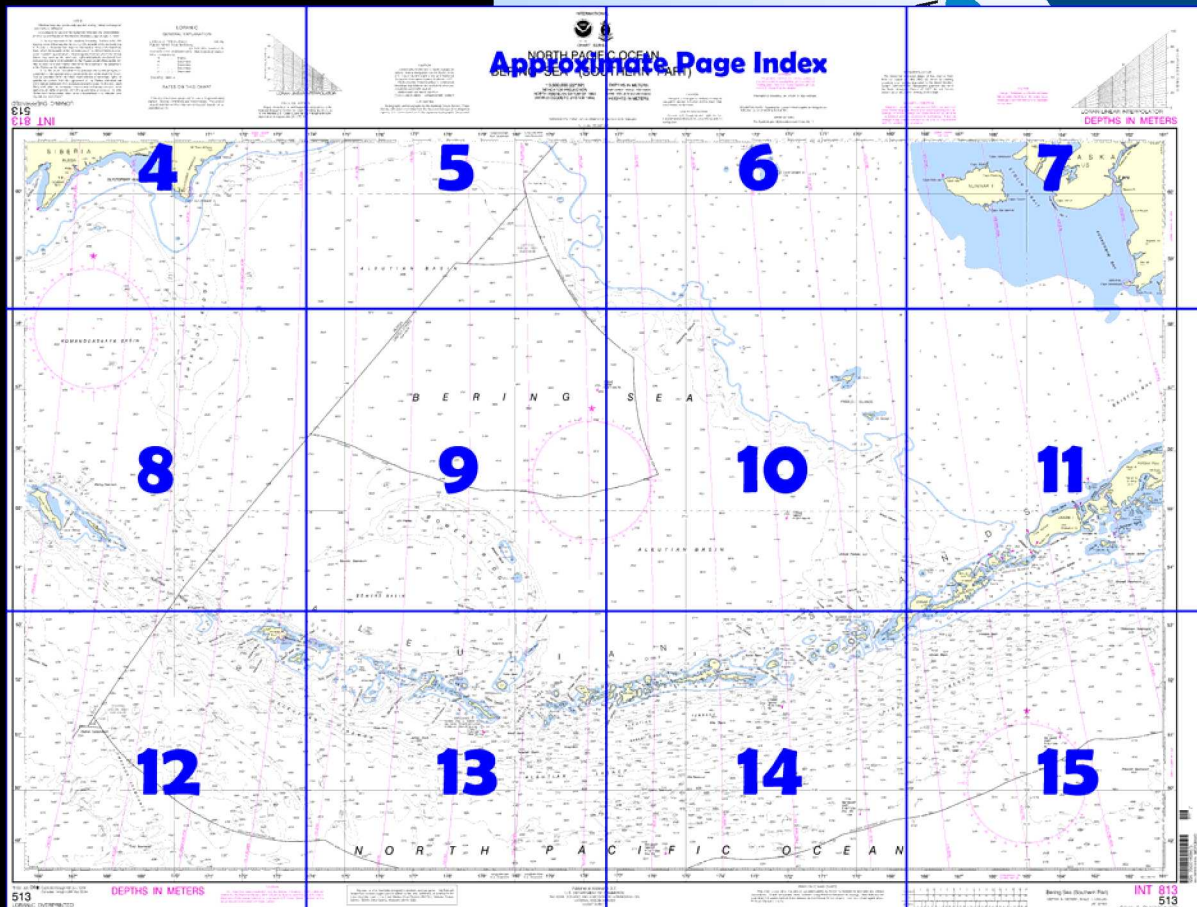
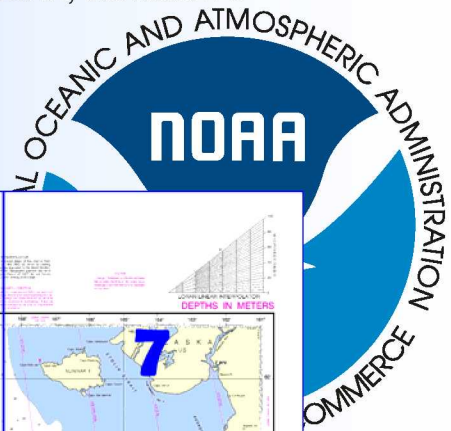
Bering Sea – Southern Part

(NOAA Chart 513)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

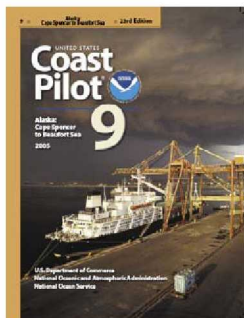
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 7 excerpts]

(2) Aleutian Islands, extending in a 900-mile arc from Unimak Island to Attu Island, are a westward continuation of the Alaska Peninsula and form the southern limit of the Bering Sea. The most important groups of islands in the chain are Fox Islands, Islands of the Four Mountains, Andreanof Islands, Rat Islands, and Near Islands.

(3) Most of the islands are mountainous; the coasts are bluff and exposed; the shores are bold, with many off-lying islets, rocks and

reefs; the beaches are rocky and narrow; and the water is usually deep close to shore. As a rule, seabottom features are similar to those of the adjacent land.

(4) Most of the larger islands in the Aleutians provide some sheltered anchorages as mentioned in the text for the individual places. The better known harbors are: Akutan Harbor on Akutan Island, Dutch Harbor on

Unalaska Island, Nazan Bay on Atka Island, Kuluk Bay on Adak Island, Constantine Harbor on Amchitka Island, Kiska Harbor on Kiska Island, and Massacre Bay on Attu Island.

(5) Nearly all beaches in the Aleutian Islands present natural obstacles to landing. The shores are generally precipitous; the breakers are heavy and in many cases the approaches are filled with jagged rocks and kelp beds which are unusually abundant in the Aleutians; in winter, the kelp disappears entirely. Sand beaches are rare; usually being found only at the heads of bays; and in no case does a beach extend more than 50 yards inland from the high-water line.

(6) When heavy swells and seas are encountered along a beach, a landing in a small boat should not be attempted as there are strong and dangerous undertows accompanied by variable currents. In addition to the lack of surveys, navigation in this region is made difficult by the prevailing thick weather and further by the lack of knowledge of the currents which attain considerable velocity at times.

(7) S of latitude 50°N., is an E drift across the Pacific. An eddy, accompanying this flow, sets W along the S shore of the Alaska Peninsula and the Aleutian Islands and then drifts through the passes into the Bering Sea. These currents form a part of the general circulation of the North Pacific Ocean.

(8) Through the Aleutian Islands passes, the velocities of the currents caused by tidal and wind effects are large enough to mask the continual N drift through the passes.

(9) In the past, numerous reports have been received to the effect that the flood currents flowing into the Bering Sea are very much stronger than the ebb currents. These reports have been largely discounted by observations in a number of the passages which in general reveal equally strong ebb currents flowing through the passes from the Bering Sea. It is believed that because of the large diurnal inequality in the current of this region, mariners have been deceived by the long periods of flood current that occur near the times of the moon's maximum declination.

(10) Currents are highly complex, making generalizations impossible. They set counter to general trends in many places along shores, even within major passes. Whirls and eddies in wide distribution further complicate the problem.

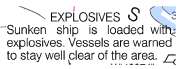
(11) All passages in the Aleutian Islands have strong currents. In the narrow Akun Strait, the current is reported to reach a velocity of 12 knots. Because of the scarcity of reliable observations, definite current predictions can be made for only a few of the passes. Current predictions for some of the more important passes may be obtained from the Tidal Current Tables. The effect of the tidal currents has often been felt offshore at a considerable distance from the passes, resulting in unexpected sets. Mariners should guard against such contingency. In the region of the Aleutian Islands the navigator must heed the currents carefully; a vessel is in more danger there from that cause than from any other, except the lack of surveys. In bad weather, the currents cause much heavier seas, and this effect has been noticed as much as 20 miles off the passes.

(12) In general, tide rips occur to the S of the passes on the ebb and to the N on the flood, furnishing a rough means of determining the set of the current, although local tide rips may be caused by detached banks.

(13) Tide rips even well off the entrances may appear as broken, choppy seas, with a few steep, short swells near the edge. In rough weather, the effect is to make the seas higher and steeper. The tide rips are much more noticeable during periods of tropic tides. Whirls are more likely to occur in the passes near the times of slack water.

(15) In Unimak Pass the current is probably strongest between Scotch Cap Light and Ugamak Island, where at strength of flood or ebb the velocity averages about 3 knots, but the maximum may exceed this figure considerably during tropic tides when 6 knots during the flood and 6.5 knots during the ebb are to be expected.

Table of Selected Chart Notes



"Sunken ship is loaded with explosives. Vessels are warned to stay well clear of the area."

Corrected through NM Jun. 12/04
Corrected through LNM May 25/04

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Danger, Prohibited, and Restricted Areas falling within the limits of the larger scale charts are shown thereon and not repeated on this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

International boundary as shown is approximate.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

MAGNETIC VARIATION

Magnetic variation curves are for 2004 derived from 2000 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

ABBREVIATIONS

For Symbols and Abbreviations see Chart No. 1

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL

9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators)

M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

EXAMPLE: 9990-X

RATES ON THIS CHART

This chart has been prepared for use with ground wave signals. Skyway corrections are not provided. The Loran-C lines of position on this chart are computed based on all seawater paths.

DOUBTFUL DATA: Reported but unconfirmed depths or dangers are indicated by an encircling dotted line.

Additional Information can be obtained at nauticalcharts.noaa.gov.

NOTE B

Maritime boundary provisionally applied pending formal exchange of instruments of ratification.

According to Article 3 of the Agreement Between the United States of America and Russia on the Maritime Boundary, signed June 1, 1990:

"1. In any area east of the maritime boundary that lies within 200 nautical miles of the baseline from which the breadth of the territorial sea of Russia is measured but beyond 200 nautical miles of the baselines from which the breadth of the territorial sea of the United States is measured ("eastern special area"), Russia agrees that henceforth the United States may exercise the sovereign rights and jurisdiction derived from exclusive economic zone jurisdiction that Russia would otherwise be entitled to exercise under international law in the absence of the agreement of the Parties on the maritime boundary...

3. to the extent that either Party exercises the sovereign rights or jurisdiction in the special area or areas on its side of the maritime boundary as provided for in this Article, such exercise of sovereign rights or jurisdiction derives from the agreement of the Parties and does not constitute an extension of its exclusive economic zone. To this end, each Party shall take the necessary steps to ensure that any exercise on its part of such rights or jurisdiction in the special area or areas on its side of the maritime boundary shall be so characterized in its relevant laws, regulations, and charts."

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

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LORAN-C

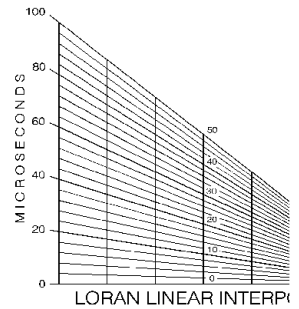
GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M.....Master
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EXAMPLE: 9990-X

RATES ON THIS CHART

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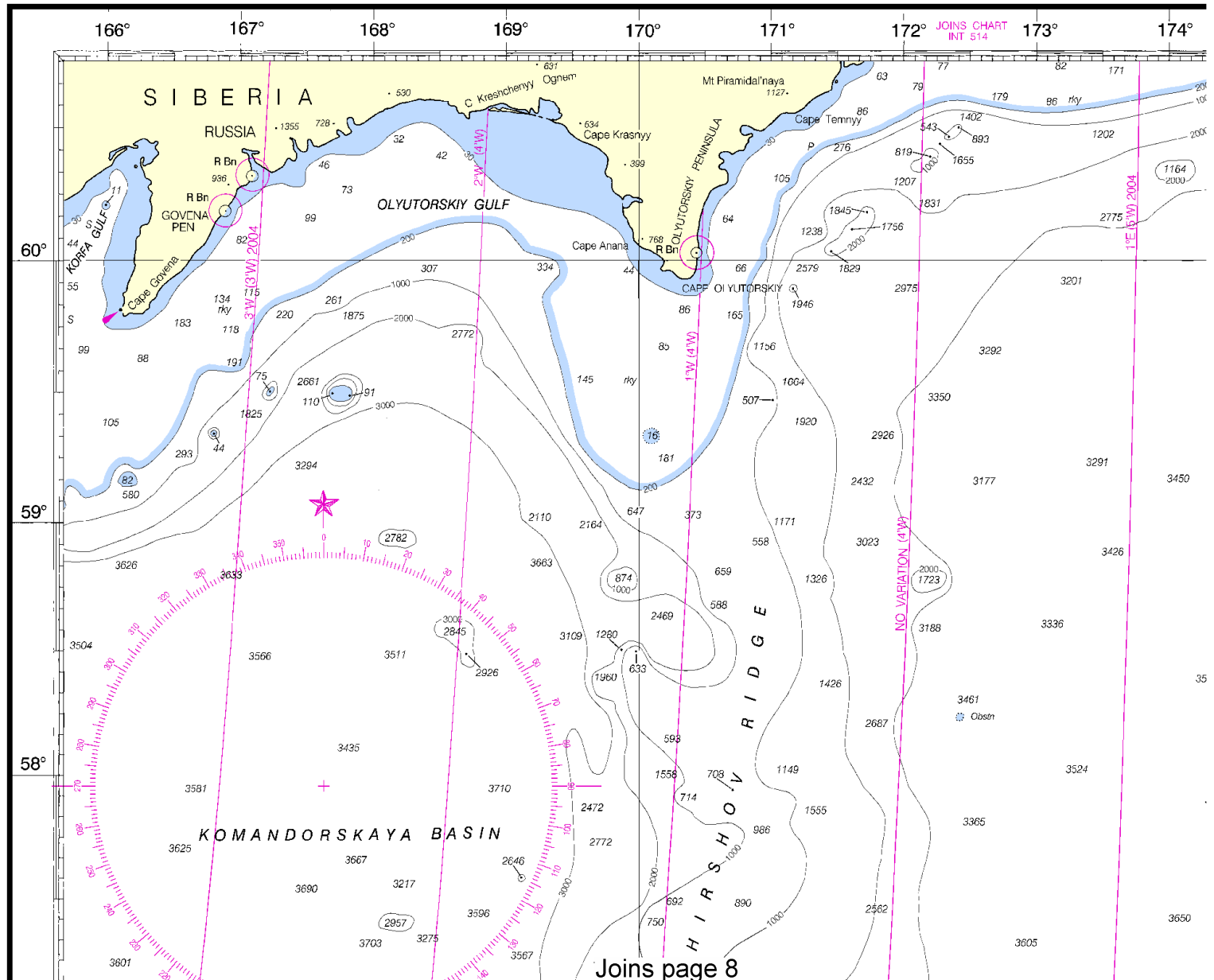
POLLUTION REPORTS

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LORAN-C OVERPRINTED

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INT 813



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INTERNATIONAL

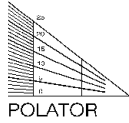


CHART SERIES

NORTH PACIFIC OCEAN BERING SEA (SOUTHERN)

1:3,500,000 (22°30')
MERCATOR PROJECTION
NORTH AMERICAN DATUM OF 1983
(WORLD GEODETIC SYSTEM 1984)

DEPTHS IN
Fathoms
(Under 1000, at 30 f
intervals)
HEIGHTS IN
Feet



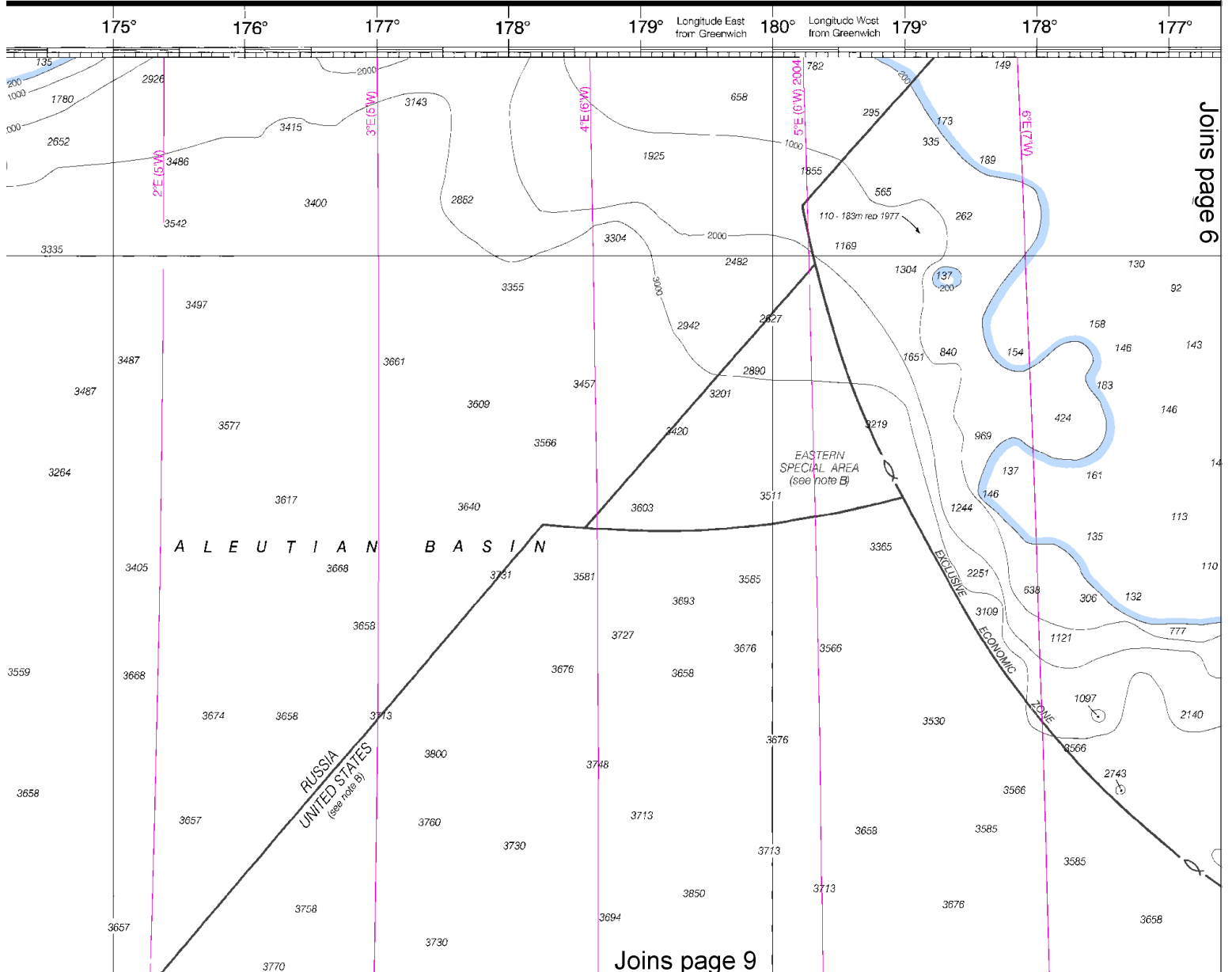
ances to the
toll free), or
phone com-

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Radio direction-finder bearings to commercial
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Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast
Survey, with additional data from the National Geospatial-Intelligence
Agency, U.S. Coast Guard, and the Japanese Hydrographic Department.

Additional Information can be obtained at nauticalcharts.noaa.gov

1st Ed., Jan. 1976 KAPP 2403



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:4666667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

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CHART SERIES

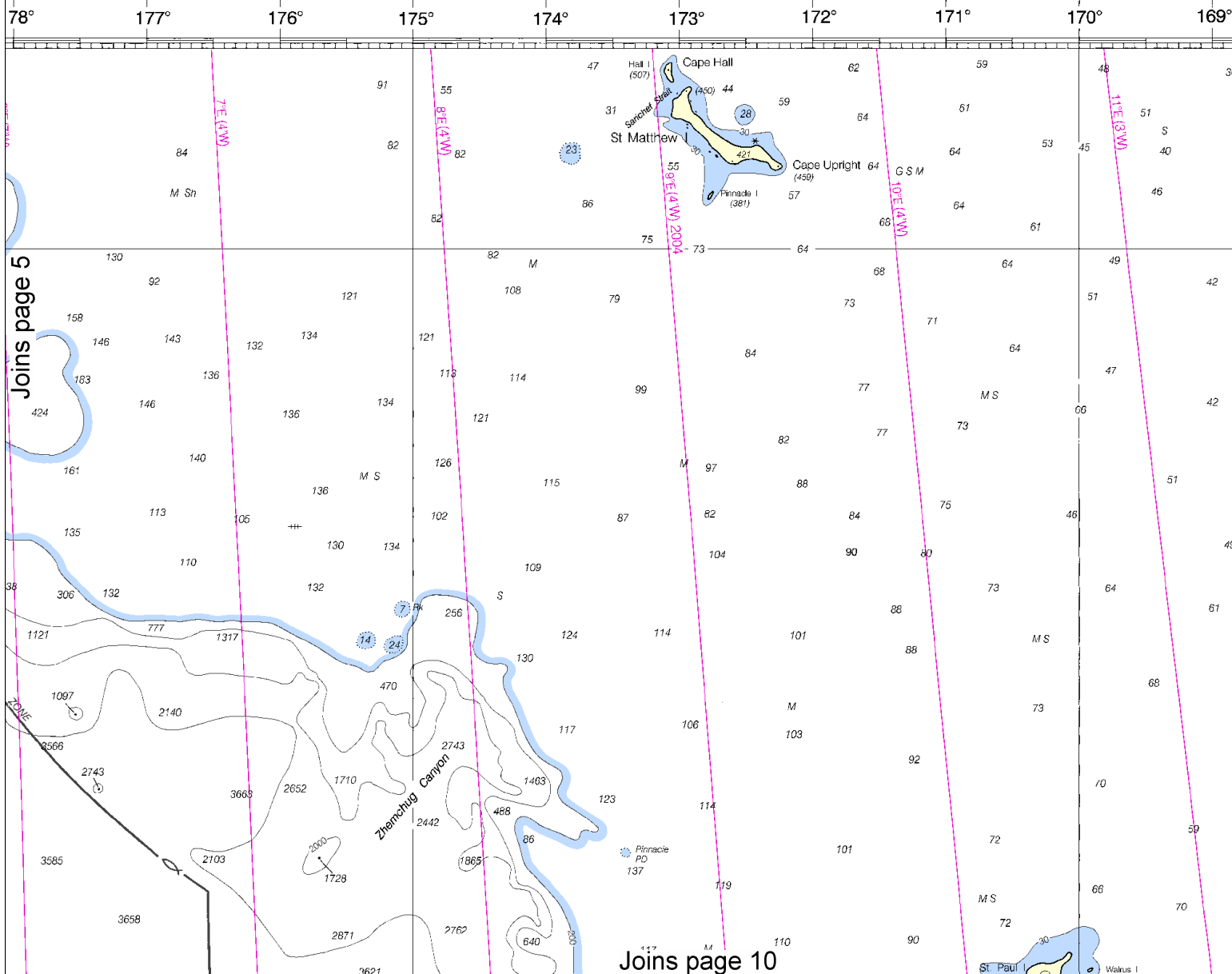
PACIFIC OCEAN (SOUTHERN PART)

DEPTHS IN METERS
Depth contour interval, 1000 meters
(Under 1000, at 30 and 200 meters)
HEIGHTS IN METERS

Can be obtained at nauticalcharts.noaa.gov.

Ed., Jan. 1976 KAPP 2403

Joins page 5



WARNING

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The horizontal American 1983 datum is used for the North conversion.

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ABBREVIATIONS

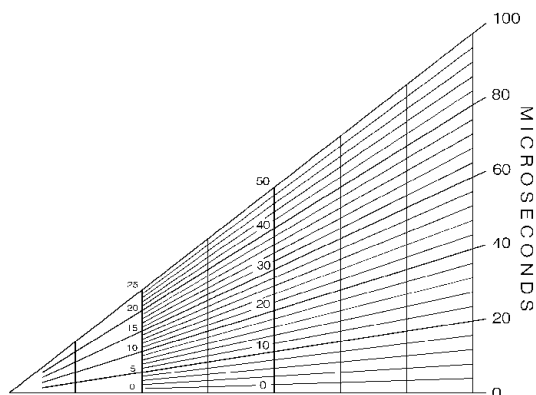
For Symbols and Abbreviations see Chart No. 1

Magnetic 2000 Work change. If it is additional change is in the value.

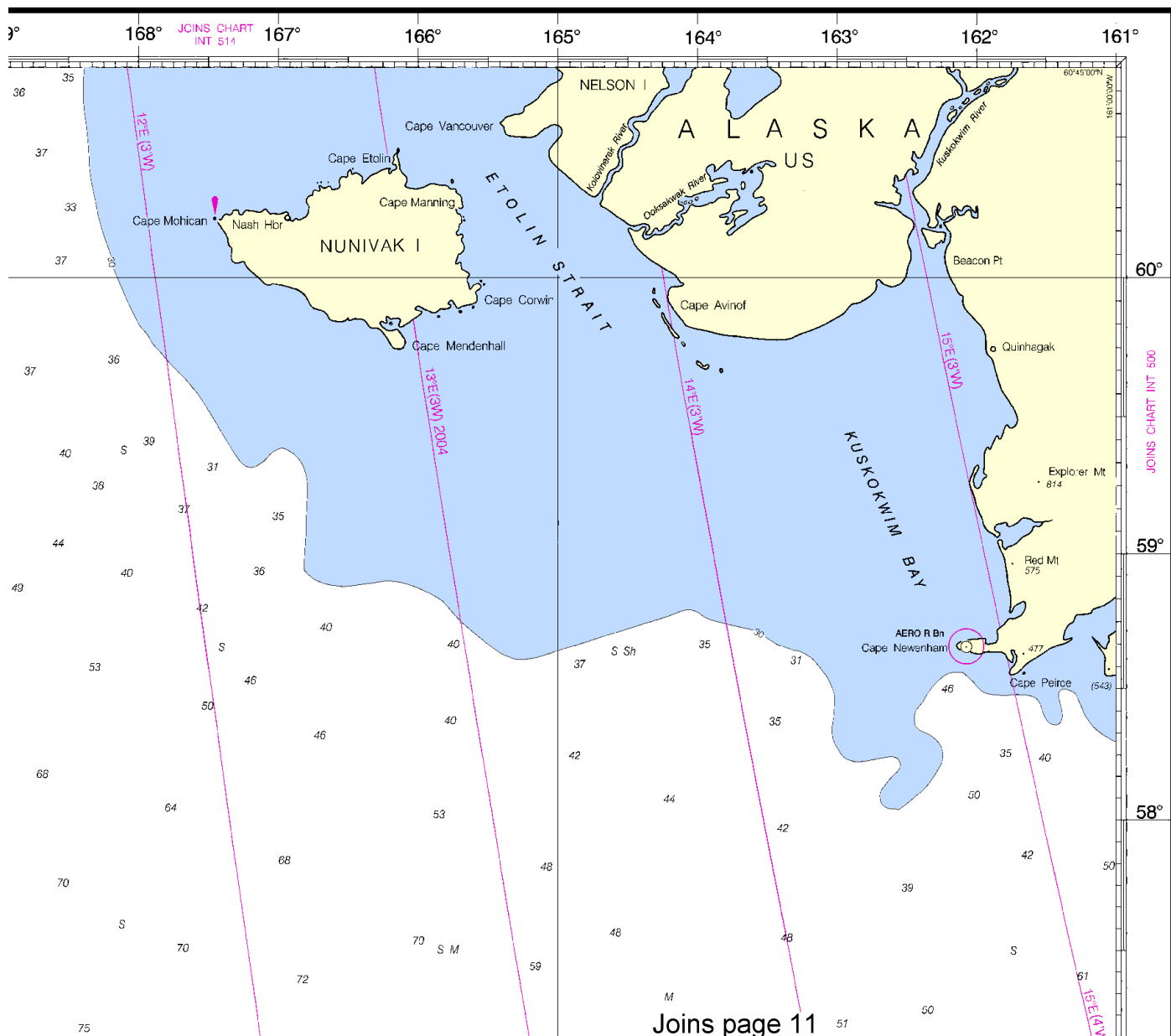
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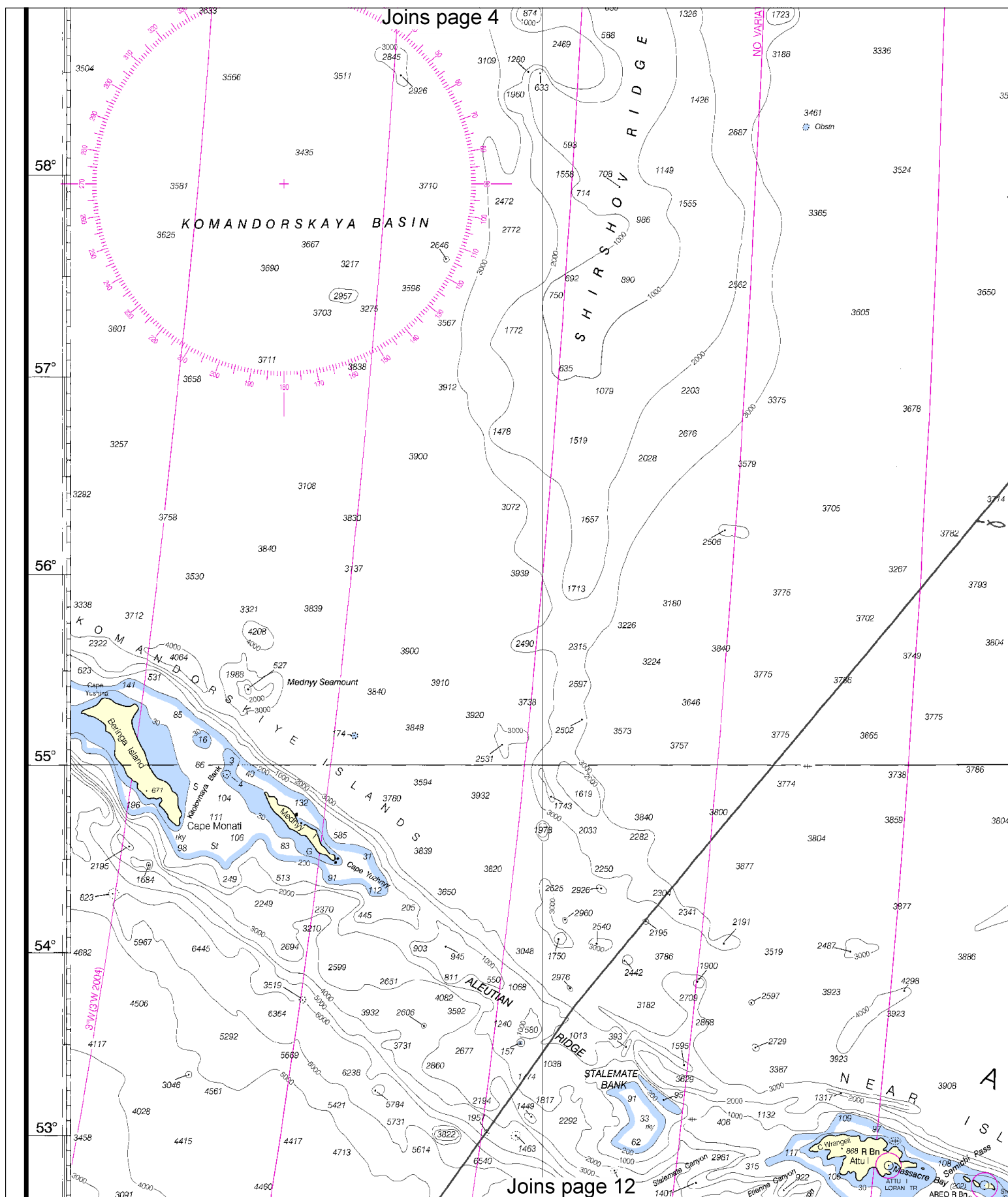


LORAN LINEAR INTERPOLATOR
DEPTHS IN METERS



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 3408 8/19/2008,
 NGA Weekly Notice to Mariners: 3508 8/30/2008,
 Canadian Coast Guard Notice to Mariners: 0708 7/25/2008.

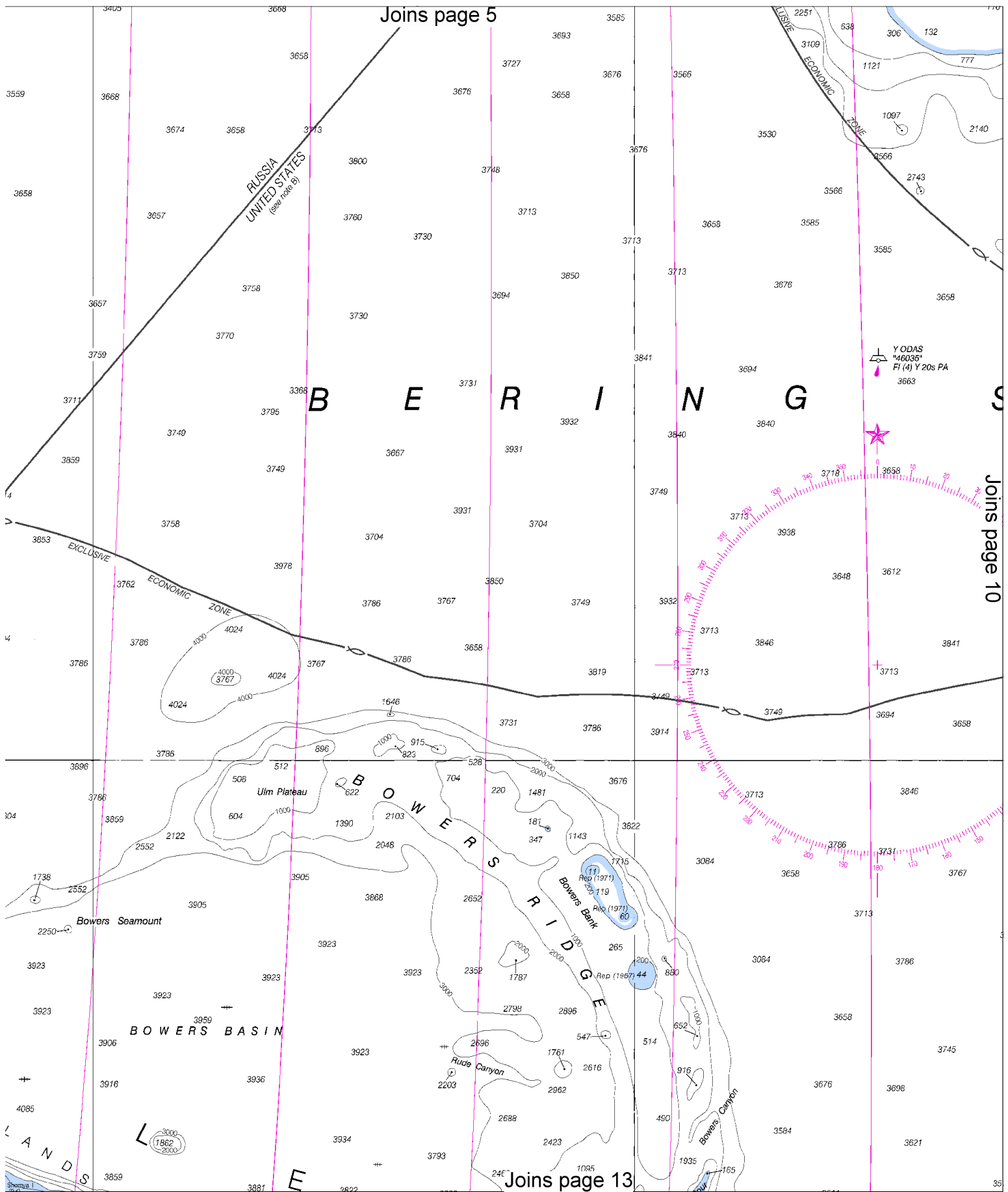
Joins page 4

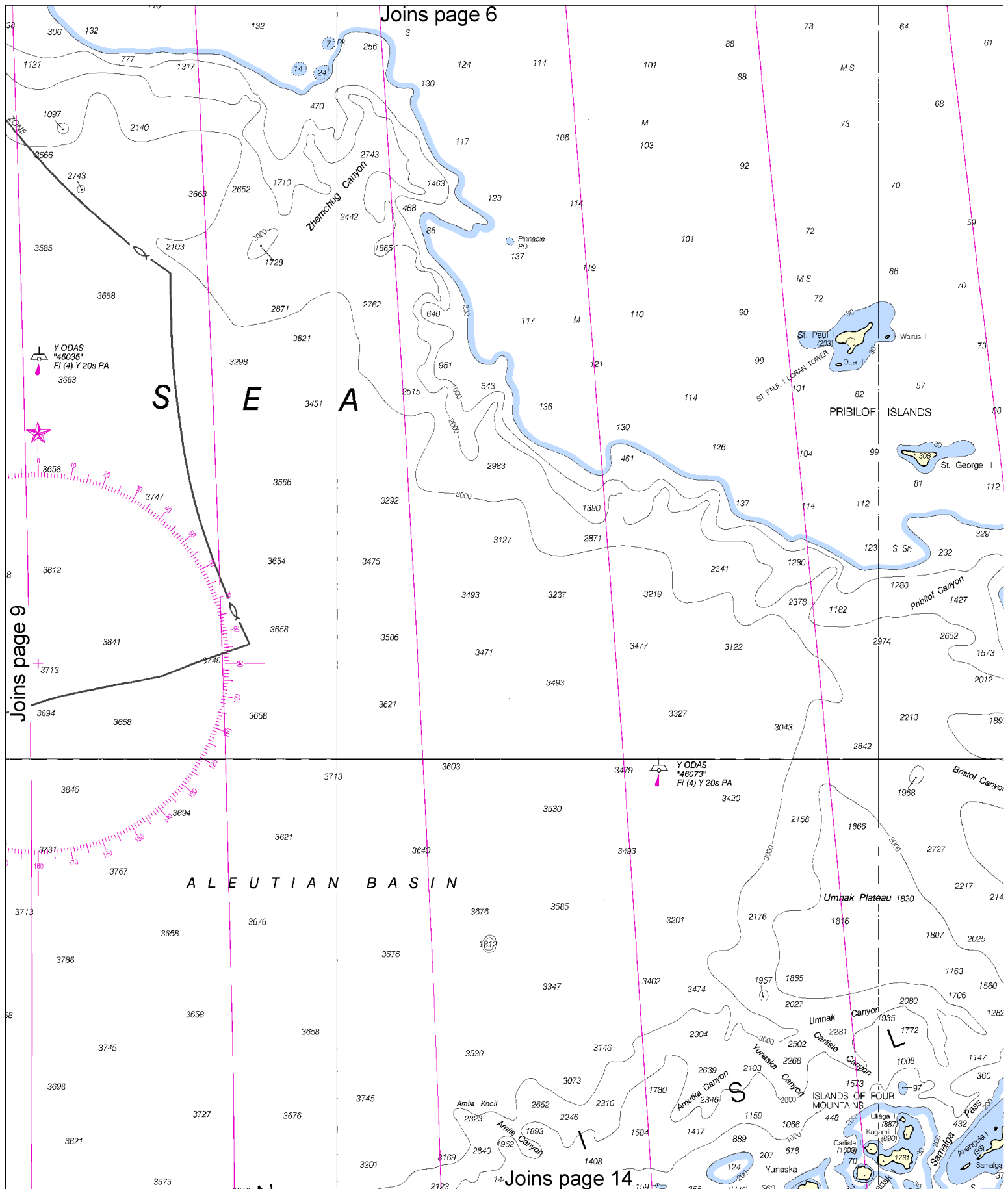


Joins page 12

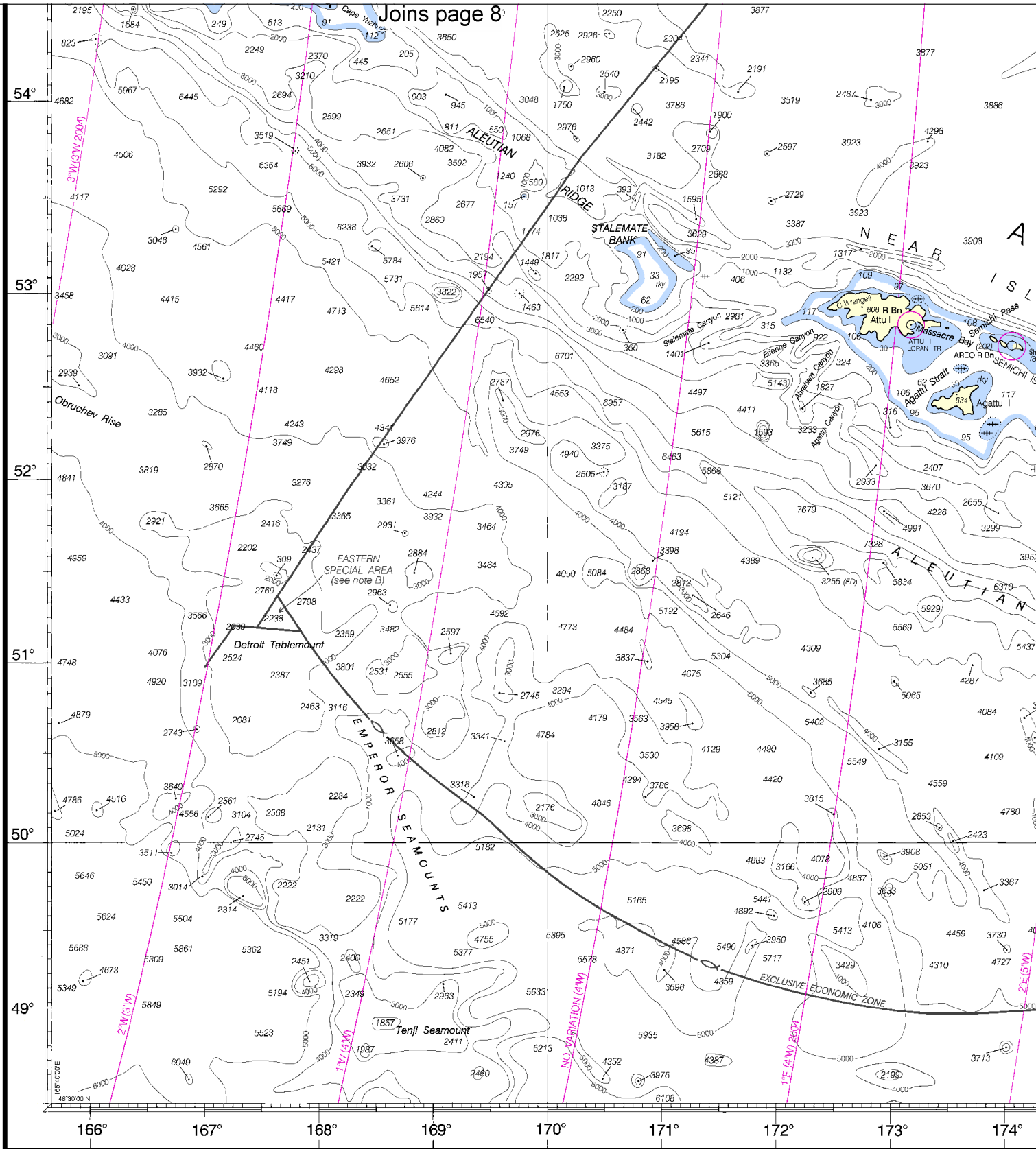
8







This is a detailed nautical chart of the Bristol Bay region in Alaska. The chart shows the Alaska Peninsula to the east, with Cape Peirce and Cape Newham. To the west is the Bering Sea. The central feature is Unimak Island, which includes Unimak Pass and Unimak Bank. To the south of Unimak are the Krenitzin Islands, including Unalaska Island and the Unalaska Basin. The chart is filled with depth soundings in fathoms, ranging from 2 to over 4000. Various navigational aids are marked, including buoys and lights. The text "Joins page 7" is at the top, and "Joins page 15" is at the bottom. The chart is oriented with North at the top.



7th Ed., Jun./04 ■ Corrected through NM Jun. 12/04
Corrected through LNM May 25/04

513

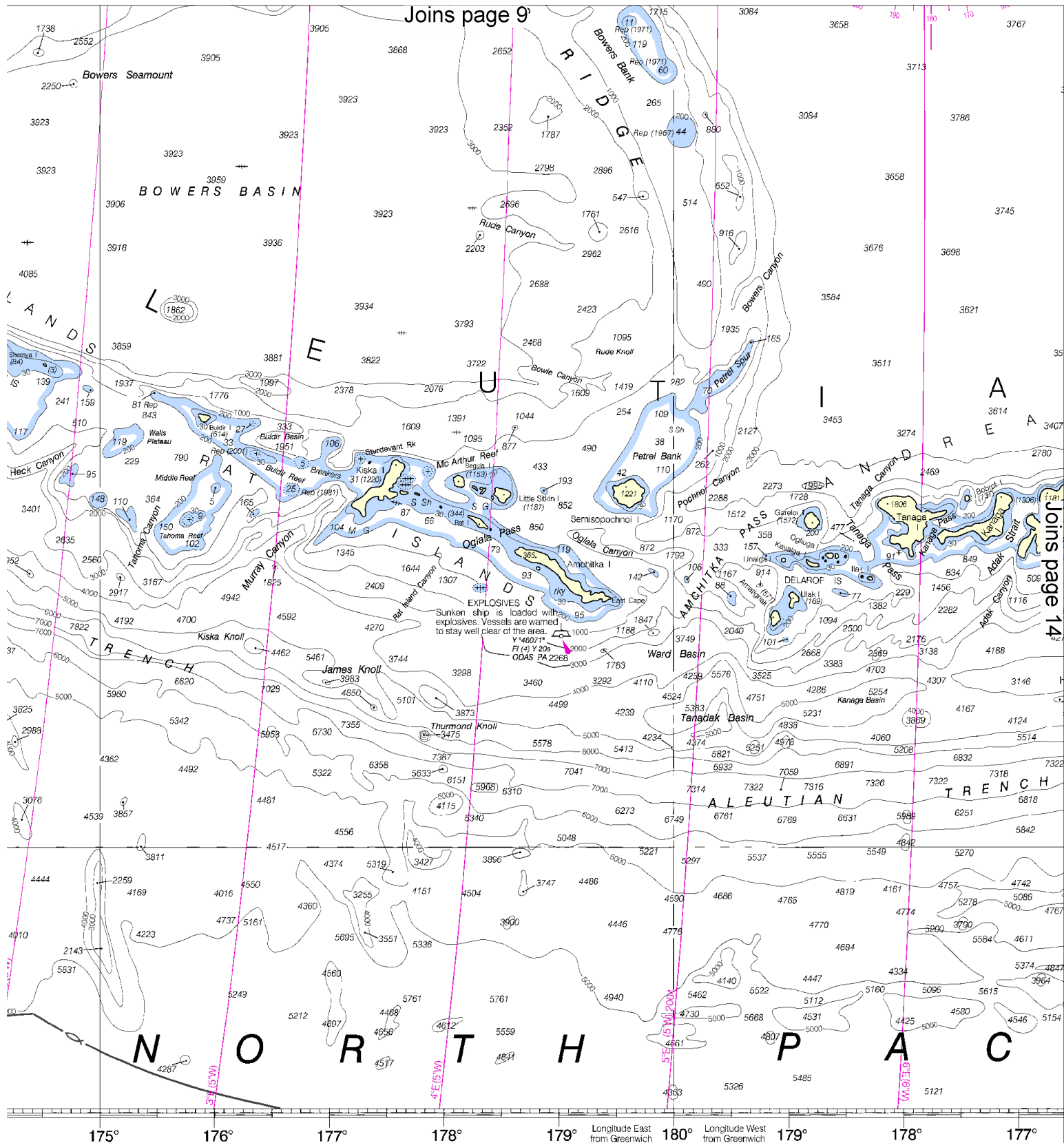
LORAN-C OVERPRINTED

DEPTHS IN METERS

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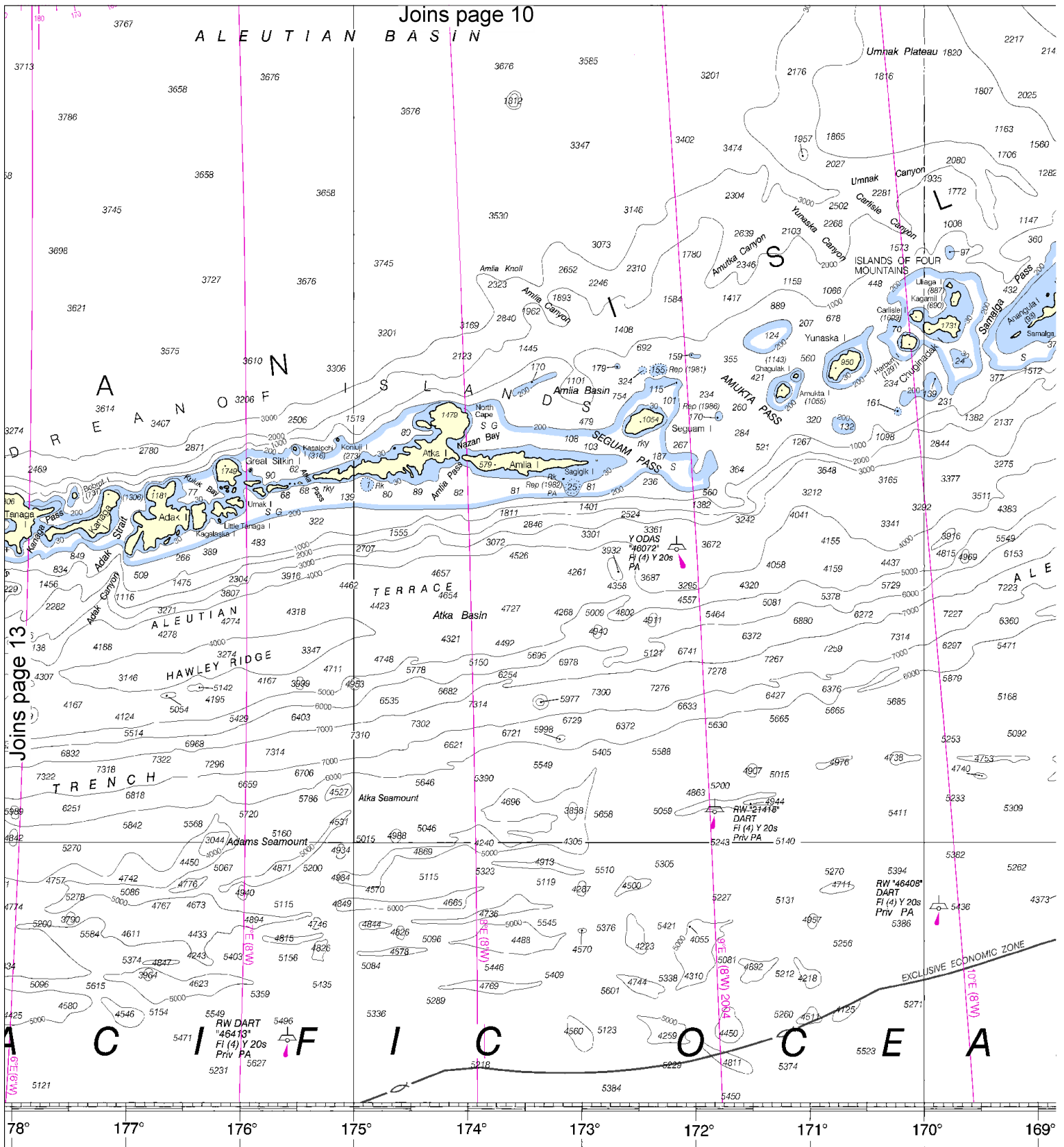




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Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

ALEUTIAN BASIN



Printed at Washington, D.C.
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.